



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

ENGLAND.

*Influenza in London.*LONDON, ENGLAND, *January 17, 1900.*

SIR: I have the honor to report that the epidemic of influenza which has been prevalent here for the past five or six weeks appears to be on the increase. Three hundred and forty deaths are attributed to it in the registrar-general's report for the past week, against 316 for the week previous.

Respectfully,

G. M. MAGRUDER,
Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

*Report from Liverpool.*LIVERPOOL, ENGLAND, *January 13, 1900.*

SIR: I have the honor to make the following report concerning the transactions of the Service at this port during the week ended January 13, 1900: The health of Liverpool remains good, no quarantinable disease being reported. Sixteen vessels have cleared for United States ports during the week. Of these, 11 have been inspected and 5 have been cleared without inspection. All immigrants were inspected, preference being given to passenger steamers. The method of procedure in regard to passenger steamers is as follows: All immigrants are inspected on the dock, their cards are stamped and their baggage labeled. The second-cabin passengers are inspected as they go aboard the tender or steamer. The crew is inspected on board ship at the same time that the board of trade inspection is made. The steerage compartments and forecabin are inspected prior to the embarkation of the immigrants. At present it has been found impossible to inspect the holds and bunkers of any vessels save those sailing in ballast. No inspection has been commenced as yet of first-class passengers.

In regard to freight nothing of especial interest has occurred except the appearance of a little freight from Oporto. Wine, new wood fiber, and cocoa berries transhipped at Oporto have been passed as new material incapable of conveying infection.

I take pleasure further in reporting that the consular officers at this port have offered me every facility in the carrying on of the work of inspection.

Respectfully,

H. S. MATHEWSON,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

*Reports from Southampton.*SOUTHAMPTON, ENGLAND, *January 8, 1900.*

SIR: I have the honor to report that the following vessels were inspected during the week ended January 6, 1900:

Wednesday, January 3, steamship *Trave* of the North German Lloyd Line, bound for New York with passengers and cargo. There were inspected and passed 36 first and second cabin passengers, and Saturday, January 6, steamship *Saint Paul* of the American Line, bound for New York with passengers and cargo. There were inspected and passed 116

steerage passengers and 73 for the second cabin, and 350 pieces of small and 65 of large baggage.

I have the honor to send herewith the abstract of the bills of health issued to these vessels.

Respectfully,

W. C. HOBODY,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

SOUTHAMPTON, ENGLAND, *January 15, 1900.*

SIR: I have the honor to report that the following vessels were inspected during the week ended January 13, 1900:

Wednesday, January 10, steamship *Lahn*, of the North German Lloyd Line, bound for New York with passengers and cargo. There were inspected and passed 17 first and 2 second cabin passengers.

Saturday, January 13, steamship *New York*, of the American Line, bound for New York with passengers and cargo. There were inspected and passed 97 steerage and 62 second-cabin passengers, and 27 large and 136 small pieces of baggage.

There were 3 rejected—1 for partial blindness and 2 for trachoma.

Respectfully,

W. C. HOBODY,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

FRANCE.

Report from Havre.

HAVRE, FRANCE, *January 12, 1900.*

SIR: I have the honor to report that on Saturday last the steamship *Gascogne* sailed from this port for New York with 259 steerage and 59 cabin passengers.

On Friday afternoon, together with the medical director of the line, I inspected all the living quarters of the vessel, paying special attention to the quarters of the crew and emigrants. All were found in excellent condition. The forecastles were clean and well aired. The men sleep in hammocks which, at the time of inspection, were neatly rolled and hung on pegs at the side.

The steerage quarters comprise one entire deck—not all used at this time—and has practically no partitions except those made by the construction of the ship, thus insuring free ventilation of air, although at some expense of privacy. This deck is also supplied with registers for forced ventilation, the efficacy of which I could not determine, as they were not in operation at the time. The bunks are side by side in double rows and double tiers, and each is supplied with a clean mattress cover, filled with new seaweed.

The water closets were found in good condition and the hospital facilities were ample and apparently in perfect readiness. I understand that forecastles and emigrant quarters are washed out completely at each port and that the practice will soon be begun of washing them out a second time with a solution of lysol.

All the third-class passengers with their luggage arrived on a special train from Paris at 9 a. m. Saturday. After their breakfast they were inspected as usual for vaccination, for any illness (that might later prove to be a contagious disease), and to see that they physically meet the